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RAILROAD CONSTRUCTION AND IMPROVEMENT IN CZECHOSLOVAKIA

[The following is a report on construction of and other improvements on Czechoslovak railroads, as reported in the Czechoslovak press from 19 May to 18 October 1953.]

Numbers in parentheses refer to appended sources.]

Trat Druzby (Friendship Line)

The tenth meeting of the Communist Party of Slovakia gave special attention to the prompt completion of the Trat Druzby, a railroad line connecting Czechoslovakia with the USSR. The responsibility for its prompt completion is shared by the Zavody Pozemnych Stavieb Celeho Slovenska (All-Slovakia Surface Construction Enterprises); the Zavody Sovietskej Armady (Soviet Army Enterprises) of Kosice; the Priemstav, national Enterprise, of Kosice; the Krajska Vodohospodarska Sluzba (Kraj Waterpower Service) of Kosice and Presov; the Krajska Cestna Sluzba (Kraj Road Service); and many enterprise brigades in Kosice Kraj.

The following resolution was adopted by the builders of the Trat Druzby on the occasion of the tenth meeting of the Communist Party of Slovakia:

1. Overcome shortcomings in the construction of the Bujanov Tunnel.
2. Finish by 30 October 1953 the construction of 50.1 kilometers of track, which is 10.9 kilometers more than called for by the government order. Of this total amount the Trat Druzby enterprise in Barca will complete 25 kilometers by 30 October 1953, the Trat Druzby enterprise in Tahanovce will complete 18.3 kilometers by 30 October 1953, and the Trat Druzby enterprise in Krompachy will complete 6.8 kilometers by 30 October 1953.(1)

An additional sector of Trat Druzby between Michalany and Kuzmice [Trebisov Okres, Kosice Kraj] was changed to a double track through the efforts of the youth brigades. In 1952 such brigades built the sector from Michalany eastward to Kralovsky Chlmec. Operation of both tracks on the latest sector to be completed was begun on 17 May; the sector consists of almost 10 kilometers of track.(2)

Recently the Hornad River, which was on the proposed Trat Druzby route, has been diverted to a new bed, and thus more than 250,000 cubic meters of earth had to be removed to dig out the new bed.(3)

In the summer of 1953 there was an especially acute shortage of tunnel workers on the construction site of the Trat Druzby at harvest time, when many returned to work in their fields. One of the measures taken to alleviate the situation was the organization of new work groups, under the supervision of an experienced tunnel worker, and consisting of two experienced and two less experienced tunnel workers. In two such groups men who had never done any underground work before were used as auxiliary workers. These men were brigade workers from Dunajplavba who had pledged to work on the Bujanov Tunnel to the end of the year.

Three groups, with a total of 24 men for three shifts, were organized and began work on an overhead gallery. In a few days the groups had established a new record for this kind of work, averaging 212 centimeters per shift. Work on the new tunnel sections was equally successful. A type 10 section was tunneled in 21 days (a record output, since the norm for a type 10 section is 47 days). Other work groups succeeded in tunneling three type 7 sections in 60 and 57 days respectively.(4)

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Housing built for Trst Druzby construction workers amounts to 130 wooden barracks, 10 dormitories, and 2 housing blocks in Kosice, and 150 houses in the Hornad River valley.

Ten doctors and 100 health workers furnish medical facilities to the workers. Every center has a hospital or dispensary equipped with X-ray equipment, mobile dental centers, and ambulances.

In regard to the cultural life of the workers, the libraries contain 20,000 volumes of reading material. Ruzina and Rofova have beautiful cultural centers and two motion-picture theaters. A mobile motion-picture theater visits the smaller work areas twice weekly, and during the summer months theatrical and other cultural and recreational performances are held in natural amphitheaters.

Further measures will be taken to secure proper winter clothing for the workers, adequate heating of their quarters, and health precautions during winter work.

Similar provisions have been made on other construction projects in Czechoslovakia.(5)

#### Turna-Roznava Line (Kosice Kraj)

The Turna-Roznava track, which is to provide direct transportation between Roznava and Kosice, is expected to be completed in several months. One fourth of the more than 30 kilometers of track has been prepared for rail installation. The builders of the [Jablonov] tunnel, which is the principal part of the construction work, are working to fulfill their pledge to complete the tunnel.(6)

#### Pardubice-Hradec Kralove Line

Since the beginning of September 1953, workers on the Pardubice-Hradec-Kralove railroad line between the Ceperka and Opatovice stations have been experimenting with the use of a new type of railroad tie made of reinforced concrete. If the experiments prove successful, it may be possible to save large amounts of wood used annually for railroad ties.(7)

#### Banska Bystrica

The first modern traffic control center in Slovakia was recently put in operation at the Banska Bystrica railroad station. It was installed by the Jozef Rattek collective of Oznamovace and safety workers of the Bratislava CSD (Ceskoslovenske Statni Draky, Czechoslovak State Railroads), under the supervision of Soviet railroad engineers.(8)

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SOURCES

1. Pravda, Bratislava, 13 Jun 53
2. Mlada Fronta, Prague, 19 May 53
3. Ibid., 23 Sep 53
4. Pravda, Bratislava, 19 Sep 53
5. Svobodne Slovo, Prague, 18 Oct 53
6. L'ud, Bratislava, 4 Sep 53
7. Ibid., 19 Sep 53
8. Ibid., 14 Oct 53

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